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SELECT MEDICINAL PREPARATIONS. STRINGENT, DIARRHOEA & CHOLERA REMEDIES, &c.

DAKIN'S CHOLERA ELIXIR.—A prolonged experience of this epidemic in India, its home and birth-place, has proved beyond all doubt the efficacy of this remedy, which combines in a concentrated form the medicinal agents which have proved most useful in arresting the rapid progress of that fatal malady, and in combating it when developed.

Full directions accompany each bottle. Per bottle, \$1.50 and \$3.

Cholera Pills are made from an old, well-tried formula, and are most useful in the early stage of an attack. Per bottle, 50 cents.

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Dr. Rubin's Essence of Camphor.—Valuable for simple Diarrhoea, and in the earlier stages of Dysentery and Cholera. Per bottle, 50 cents.

Fluid Extract of Indian Bael (prepared from the unripe fruit of the *Bael Marmelos*). Of great service in Diarrhoea and Chronic Dysentery. Per bottle, \$1.

Dietetic Bael.—A highly agreeable and nutritive diet, particularly recommended in derangement of the digestive organs, looseness, and irritation of the bowels.

This preparation has been in use in India for thirty years, and is there regarded as a specific in Diarrhoea and Dysentery. Per tin, \$1.

DAKIN BROS. OF CHINA, LIMITED.

(Telephone No. 60.)

No. 22 & 24, QUEEN'S ROAD CENTRAL, Hongkong, 1st September, 1890.

BY APPOINTMENT.

A. S. WATSON & CO., LD.

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Our New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are now able to complete in quality with the best English makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY "SODAS"

We continue to supply large bottles as heretofore, free of Extra Charge, to those of our Customers who prefer to have them to the ordinary size.

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Whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

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No Credit given for bottles that look dirty, or greasy, or otherwise appear to have been used for any other purpose than that of containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & CO., LIMITED,

Hongkong, China, and Manila.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY

REMINDED THAT ALL Subscriptions must be paid in advance.

MARRIAGE.

At the German Chapel, Hongkong, on the 14th inst., by the Rev. J. Chambers, London Mission, James MacDonald, Engineer, I.M.C., to ELISA, eldest daughter of Mr. Robert Riddick, Engineer, Hongkong. [1434]

DEATHS.

At Kobe, on the 4th October, the wife of EDWARD A. ST. CLAIR SMYTH. [1433]

On the 6th instant, at Ryde, Isle of Wight, WILLIAM HUGHES CLAYTON, Coastguard Commissioner of the Chinese Imperial Maritime Customs Service. Aged 48 years. (By telegram.)

On Monday, the 13th instant, at her residence No. 1, Belvedere, Bonham Road, BLANCHETTE MARGUERITE, the beloved wife of Wm. E. Dougherty, aged 37.

Sydney and New Zealand papers please copy. [1435]

THE HONGKONG TELEGRAPH.

HONGKONG, TUESDAY, OCTOBER 14, 1890.

TELEGRAMS.

THE SILVER MARKET.

LONDON, October 11th.

The United States Treasury bought on Friday 300,000 ounces of silver at 110/7 1/2 to 110/9.

LOCAL AND GENERAL.

THE Foochow Echo reports another rise in the price of rice, which is now dearer by some eighty cents a picul.

THERE was a fair "house" at the Theatre last night, when Miss Platt's Company gave a very miscellaneous concert.

THE Superintendent of the P. & O. S. N. Co. informs us that the Company's steamer *Venetia* left Singapore for this port at 1 p.m. to-day.

THE Stanley Shocking attempted to play "The Bells" at Yokohama, with Mr. Fletcher as *Mefisto*. Comment would be superfluous.

COLONEL VERNER CHATER, the popular "chief" of the A. & S. Highlanders, returned to the colony this morning by the English mail steamer *Routta*.

OWING to the continued drought, the authorities at Foochow are offering prayers for rain, and from the 8th to 10th inst. pig slaughtering was totally prohibited.

A REGULAR meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

WE are asked to state that the general meeting of the British Mercantile Marine Officers' Association, convened for this evening at the Marine Hotel, is postponed until to-morrow evening.

THE Queen-Dowager of Korea, who died some two months ago at the age of four-score years and two, was to be buried at the ancestral tombs near Seoul to-day, with great oriental pomp and ceremony.

ACCORDING to the *N. C. Daily News* the steamship *Anshin Maru* was purchased at public auction in Shanghai on the morning of the 8th inst., by Messrs. Farnham & Co. for £25,000. Messrs. Hopkins, Dunn & Co. were the auctioneers.

THE Model Settlement is to be congratulated. The Gorski family, well known in connection with the recent criminal prosecution of Mr. Syed Mahmood Alsagoff in Singapore, intend to settle in Shanghai, their passage money being defrayed by the Government of the Straits Settlements.

SIX fish-dealers and a chandler were fined five dollars each, at the Magistrate's to-day, at the instance of Inspector Stanton, who proved that they were in possession of "guzzers" scales which ran from two to twenty-two per cent in favour of the seller, and only five per cent to the good of the buyer, when they bought.

THE Singapore *Free Press* of October 6th says:—The crew of the British ship *Earl of Zetland* came ashore yesterday in a body, and decline to go back. They assert that they have been aboard eleven months without a day's leave, and further they demand that their former mate be given charge of the vessel, instead of the man who was appointed captain.

ARTHUR Hollier, who forged the signature of the Chief Clerk of the Public Works Department last month, with a view to obtaining board and lodging at the Marine Hotel, was brought before Mr. Wise at the Police Court to-day, when the case was re-heard, by direction of the Acting Attorney General. It resulted in a sentence of three months' hard labour in H. M. Gaol.

THOSE who have seen that Archimedes lever the *Amoy Gazette* will understand to what a fever-heat journalism is getting at Koolangoo when we have to announce a new venture there, styled the *Amoy Times and Mercantile Gazette*. It is a hardly-looking little weekly, though that sounds paradoxical, and the price, 30 cents a copy, brings it within the reach of any millionaire.

THE Band of the Argyll and Sutherland Highlanders will play the following programme at the Officers' Mess this evening, commencing at 8 o'clock:—

March—"Millais".....Gould.
Valse—"Vienne".....Cribb.
Selection—"Comet Ory".....Rondal.
Air—"The Wildcat".....Loring.
Selection—"Madame Tarrat".....Offenberg.

THEY keep on having their "little affairs" at daylight on the turf down Tenquin way, and what is more, they are getting so careless as to even draw "bleed" M. Sainetony, *admiral-traitor*, went out with M. de Foyard, magistrate, on the 3rd inst. and now the former wears his arm in a sling. Two lieutenants had a tussle next morning, and one was twice slightly wounded. The *Prague de Saigon* says there are more affairs *d'honneur* in the air. What a sanguinary creature it is, to be sure.

THE claim by the Shanghai Tug Boat Association against the underwriters of the steamer *Paoshing*, which vessel was burnt on the Yangtze on May 29th last, has, says the *N. C. Daily News*, lately been settled by the payment of £12,750. The amount claimed was £12,200. The underwriters, it will be remembered, sent a representative in the *Fukien* to bring in the hull, but it was found to be already in possession of the *Rechts*, by which tug it was brought to Shanghai as a derelict.

VERY few men, young or old, have provided so many important events into such a short space of time as has the young Earl of Roslyn. During the current year he has qualified for a commission in the army; been gazetted to one of the regiments of Guards; engaged to Miss Violet Vyner, daughter of that well-known sportsman, Mr. R. C. Vyner; resigned his commission without ever having joined his regiment; married his fiancée, the joint ages of bride and bridegroom being under forty; registered his racing colours; and finally, through the lamented death of his father, succeeded to the dukedom and estates.

THE *Amoy* "sports" have subscribed for 14 griffins this season, and racing in *Amoy* promises to be very good at the next meeting.

WE learn that the steamer *Tongshan*, 19 days out from Bangkok, put into Tientsin after the gale a fortnight ago, and left a day or two ago for here. As she would encounter the recent "blow" she is supposed to have gone to Heihou to re-coal, which, as all the fuel there has been exhausted, means considerable delay.

THE steamer *Cass*, from Shanghai, in crossing the bar at Tamsui on Sunday afternoon, the 5th inst., a high sea running at the time, lost a Chinese steward, who was washed overboard. The body was found the following morning. Such heavy weather, says the *Amoy Times*, has not been known at Tamsui; it is said, for the last fourteen years.

A SAILING vessel belonging to Messrs. Bun & Co., of Singapore, left that port some four months ago for Tamsui, with a cargo of timber for the Governor of Formosa, and has not been seen since. It is feared that the vessel has been lost with all hands. A large junk also left Singapore about the same time with a similar cargo for Tamsui, and arrived there safely within two months.

A Naval Court held at Hanoi on the 21st ult., a French corporal and seven soldiers belonging to the 3rd regiment of the 1st division, were court martial for deserting their post on the frontier at Lun-yon, and attempting to enlist in the Chinese service, in May last. One of their number told them that there was a standing offer of \$500 and a rank in the army of the enemy, if they deserted with their arms and they accordingly crossed the frontier and sent an application for enlistment to Colonel Quan, who accepted them, but they were recaptured by French troops next day. A court condemned the corporal to death, and the others to various short terms of imprisonment.

WE read that the Austro-Hungarian Lloyd Steam Navigation Company at Trieste has been transformed into an Austrian company. A Hungarian subvention of four hundred thousand florins a year is to be given to the Adria Steamship Company, which is rather an English than a Hungarian undertaking. The Lloyd, now enjoying the Austrian subvention, is intended to promote the Eastern trade, while the Adria Company is to extend Western traffic, to which end twenty new steamers are to be chartered or newly built in England. If this plan, which finds favour with both the Pesth and Vienna Governments, can be realized, trade between Hungary and indirectly between Austria and England and the English Colonies, will receive a great stimulus.

REPEATING to the depredations of a dog in the neighbourhood of Lab-ke-tai, Koolangoo, which is creating much alarm among the Chinese who belong to the Chinese residents there, our *Amoy* contemporary says there is a doubt about the animal belonging to the signalman at the flagstaff. The work by all accounts is "no-body's dog." Whether this is true or not, it is a known fact that, between the signalman and the dog a kind of friendship exists. The signalman feasts upon the spoil purloined by the dog, so we are told. An attempt was made the other day by some Chinese to kill the animal, but the signalman interfered and pleaded for its life, alleging that the sumptuous and cheap mode of living would be at an end should it be destroyed.

MATAN SINGH, P.C. 633, is a capital fellow and well worthy of being immortalized in the columns of the *Hongkong Telegraph*; for it is he who has taken the initiative in suppressing those importunate chair and ricksha coolies who are an intolerable nuisance to visitors to this colony. Yesterday Matan grabbed half-a-dozen of these obstructionists when he observed, barring the way of a lady and gentleman coming out of the Hongkong Hotel. They all came under the notice of Mr. Wise at the Police Court to-day, and were compelled to ante-up a couple of dollars a piece. In view of the fact that the average chair-coolie is a member of a powerful guild, we would suggest that the police should for similar offences should be ten instead of two.

EARLY this year political exigencies necessitated the recall of Admiral Teixeira da Silva, after he had governed Macao for a few months. The same exigencies, shortly afterwards, conferred the post on Senhor Custodia de Borja, a fierce-looking little Portuguese then commanding the gunboat *Tylo*. He deferred accepting the rank until he had put in his full time as captain, which period expired on Saturday, and in the meantime Col. Ferreira administered the Government of the colony. The English mail to-day brought the papers accrediting Sr. de Borja as Governor of Macao and Tinor, Envoy Extraordinary of His Majesty the Emperor of Portugal to the King of Portugal to China, Japan, and Siam, and that great little official will take office on Thursday afternoon, with much pomp. He is a Tory, if politics are of any consequence in the Dead City.

THE body of old Tom Carter, the big West Indian negro who has been so familiar a figure in this Colony for the past 30 years, was, we regret to learn, found floating in the harbour this morning. Tom was last seen alive at the Marine Hotel, Praya West, last Sunday night at about 10.30 p.m., when he was walking in an easterly direction. The night was a very boisterous one, the sea breaking clean over the Praya, and by one o'clock the water was so high that it was impossible to see the shore. As it is now known, was drowned. Tom's profession was that of a shipwright, and for some years past he picked up a precarious living by doing odd jobs, such as caulking and planing, on board sailing ships in port. The keen competition to which he was subjected in his late years, reduced him to sad straits, and he lived chiefly upon charity during the three last years of his life. Blessed with a robust constitution and fine muscular body, this wall from one of the Indies was often of great assistance to the Police and Fire Brigades, being foremost in backing up the officers of the law at all hazards. Many are the acts of gallantry which the police and firemen tell of the plucky old man, not the least amongst which was his rescue personal on board of a shipwrecked vessel from a Russian men-of-war's crew who were indulging in a fight with the police in Queen's Road West, some eight years ago. Seeing a couple of the space of ten short minutes with the *Roadsides* in full flight, while his weapons, which he kept ever after as a trophy, bore witness of his prowess, he was congratulated heavily by the *Roadsides* and the *Philippines*. Thomas was "admittedly anything but a Good Templar," but for all that the general public can but look askance upon those who, knowing of his public services and indignant demeanour, allowed him to virtually beg from door to door. "Poor old Tom has gone to rest" at the ripe age of 87.

MISS VAN TASSEL, the aeronautess, was to make her last balloon ascent in Shanghai last Saturday at Chang Su-ho's garden in the Bubbling Well Road. She guaranteed that she would jump from the balloon at a height from the ground of not less than one mile.

UNDER the heading "A Veteran of the Sea" the *Yapen Mail* of the 4th inst. says:—A veritable veteran of the sea, Captain T. A. Christensen, leaves Japan to-day by the P. & O. Company's steamer *Ancora*. Captain Christensen is now in his seventieth year. Fifty-three and a half years of his life were devoted to service at sea, and for thirty-eight years he was a master mariner, during the whole of which long period of command he never lost a ship or a spar, never lost a man overboard, and never had a vessel touch the ground, truly a wonderful record. He came to the East twenty-six years ago (1864) in command of the Peninsular and Oriental steamer *Coras*, but resigned in Hongkong and returned to England. Four years later (1868) he brought out the steamer *Courier* for Messrs. Walsh, Hall & Co., and commanded her on the Chinese and Siberian coasts for a year and a half; for the purpose of the fur trade. In 1869, he commanded the *Vulcan*, a German steamer belonging to Messrs. Knipper & Co., and in 1870, having returned to Europe, he took command of the *Princess Royal*, an English steamer chartered by the French Government to run between Marseilles and Algeria. He next commanded the *Cruiser*, plying between Glasgow and the Black Sea—the *Cruiser*, by the way, is still running and was recently in Yokohama—after which he came (1874) to Japan and, entering the Mitsui Bishi line service, commanded several ships in succession, the last (*Wakana Maru*) for 12 years. Captain Christensen then passed into the service of the Japan Mail Steamship Company, and lately commanded the *Omi Maru*. Universally popular and highly esteemed by his employers as an officer of exceptional ability, he leaves a record of which any seaman might well be proud. We believe that his present purpose is to settle in Scotland, where we trust that he may enjoy many years of comfort and happiness.

THE TYPHOON.

The typhoon which was signalled here on Sunday night and yesterday gave steamers coming up the coast, (judging from those that have arrived to-day) a severe shaking-up. Dr. Dobner writes that last night it was blowing hard at Halaan, the typhoon having passed to the southward.

The P. & O. steamer *Routta*, Captain E. Crew, which reached port early this morning, 24 hours overdue, reports encountering a typhoon in latitude 20.30 north. About 10.30 or 11 o'clock on Sunday night the gale set in and continued until about 4 o'clock in the morning, three boats on the port side being carried away. Owing to the heavy sea breaking over the ship water was continually pouring down through the stoke hole and rendered it almost impossible to keep the fires going and steam up.

The "Blue funnel" steamer *Dardanus*, Captain T. Purdy, which arrived this morning, has apparently fared much worse than the *Routta*. Captain Purdy states that after leaving Singapore they experienced nice weather all the way up to latitude 19 north, with a high steady glass. On Sunday night, about 10.30, when in latitude 19 north a fierce gale set in from the west south west, and by 12 o'clock the sea was over the ship. There was a dead calm for about two hours, the barometer having fallen to 29.28. The air was full of birds and insects of every description, which fell dead upon the deck in thousands. It was about 5.30 in the morning before they were clear of the typhoon, which was evidently travelling rapidly. Tremendous seas swept the deck of the vessel and it was feared that considerable water got into the hold. The fore part of the deck house was burst in, and the captain's room converted into a swimming tank, all his clothes, papers, etc., being almost ruined with the soaking and swashing about in salt water to which they were subjected. The Captain speaks in the highest terms of the manner in which the ship behaved. About 60 miles from Hongkong, they sighted what at first appeared to be a very large junk, but afterwards turned out to be a large sailing vessel with only her portion of her foremast standing, on which a small sail was hoisted. They burned a "flare-up," which the Captain took to be a signal that they wished to be reported. The ship was a little west of the regular track of steamers.

The German steamer *Kalkenburg*, Captain Frenkel, which arrived this forenoon from Saigon, having encountered a severe north east gale early yesterday morning in latitude 20 north, in which her cargo (rice) was shifted, giving her a heavy list to port.

The sailing ship *Mary L. Stone* and the *Luzon* both left here on the 18th inst. for Calcutta and New York, and it is not at all unlikely that the ship sighted by Captain Purdy is one of these two. She was apparently headed for this port when sighted.

The British ship *Thermopyla*, which arrived from Singapore to-day, met the typhoon in lat. 17° N., but reports no damage.

Yesterday a large Chinese junk which was sighted by the launch *Sun Mok* off Kowloon-chau Island, bottom up, was towed into Aberdeen. Nobody was found on board, and there can be but little doubt that all hands have been drowned.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. Fielding Clarke, Puisne Judge.)

AN ARCHITECT'S CHARGE.

Mr. W. F. Hatherly sued Mr. W. St. J. Hancock, architect, for \$1,000.—Mr. Bowles appeared for the plaintiff, and Mr. Francis, Q.C., (assisted by Mr. Reece) defended. There was a counter-claim set up for \$550.

Mr. Bowles said that the amount sued for was made up of a claim for the return of \$195, commission paid, and \$928, being the amount of damages sustained by reason of the defendant's negligence and want of skill, the amount being reduced to \$1,000 to bring it within the jurisdiction of this Court. The facts were as follows:—Early last year plaintiff bought some land at Kowloon, and employed the defendant to erect a house on it, the contract price being \$5,350, and the time for completion September 1st. It was actually only finished in January this year, but not until last month that a certificate of fitness for habitation was obtained from the Sanitary Board. The damages claimed were made up of loss of rent for the intervening months, the defendant having neglected to send the plans to the Sanitary Board for approval; and of the cost of re-constructing the drains, after the work had been taken out of his hands, and given to the firm of Danby, Leigh, and Orange. The return of commission was demanded on the ground that by the professional scale here he was only entitled to five per cent, on the whole cost of the house.

Plaintiff was then called, and stated that he was secretary to the Masonic Club. In 1888 he bought Inland Lot 441 at Kowloon, and in November of that year commenced building operations, engaging Mr. Hancock as architect. He promised to build the house economically, and only charge five per cent on the contract, instead of the usual seven per cent which other architects charged. Witness had between \$11,000 and \$12,000 at the time, out of which he paid \$7,160 for the land. He told Mr. Hancock his circumstances, and he suggested that witness should build a terrace, of which he gave him a sketch plan, but no specifications. He told witness that the houses would cost about \$4,500 each, or about \$7,000 in all. Witness asked if he could not build one house, and he was told "No," it would be very expensive. Another plan was made, but witness did not approve it. Eventually a plan was approved, and the site levelled, at a cost of \$316, and in May 1889 a contract for the erection of the house, at a cost of \$5,350, entered into. The work was to be completed by the 30th November. Mr. Hancock promised to assist him in getting a mortgage on the property as soon as the roof was on. In January he sent witness accounts showing the cost of the work, which he accepted, except the item of Mr. Hancock's own fees, as that would involve his paying commission on commission. The drains had all to be re-made by Messrs. Danby, Leigh, and Orange, at a cost of \$100, although Mr. Hancock did not see Mr. Apar, again, after the house passed. It was only passed last month, several applications from individuals wishing to tenant the house, being received previously. In June he tried to get the house passed, but was informed that no plans of the drains had been submitted by Mr. Hancock. Mr. Wolf was offering \$70 a month. Mr. Apar also made an offer for the house at \$55, in June. Witness agreed to take the offer, but could not because the house was not ready. Witness did not see Mr. Apar again, but afterwards wrote to Mr. Warner and told him not to let the house to Apar, as he wanted to live in it himself. He was willing to let the house at first to Apar. Mr. Hancock fixed the value of "Glenhorne" at \$80 per month. The house was now let at \$60 per month; witness paying the taxes.

Cross-examined.—He borrowed \$5,800 from Mr. Chater at different times to pay the contractor, but the house was his (plaintiff's). He bought the land out of \$1,500 that he got from England. There were 3,000 square feet in the lot. The original estimate for the house was \$5,300. He never saw but one set of estimates, which were not reduced by some \$1,000. At one time when negotiating for the sale of the property to Mr. Holmes, he put the matter into the hands of Mr. Hancock for that purpose. His lordship.—If Mr. Hancock was acting as a land agent then the charge would be fair, otherwise the claim for it would fall through. Cross-examination continued.—He thought he was dealing with a gentleman, so he did not take special notes of all that was passing. The absence of such notes would account for what appeared to be defective memory. When the Military Authorities raised questions respecting some of his property he wrote to Mr. Hancock instructing him to intercede with the Government on his behalf, for which services he expected to have to pay. He never intended going on with the six houses, he had not the means. He left the arrangements of drains etc., entirely to Mr. Hancock. Mr. R. K. Leigh, of the firm of Danby and Leigh, said:—I was instructed with reference to the house in question in the end of July. Mr. Hatherly came and asked for a permit for the occupation of the house. I went and looked over them, and practically superintended the altering of them. The drains were taper pipes, very inferior, and the joints were not cemented according to law. The drains discharged itself into the ditch on the side of the road. The water from the bathroom ran down the surface drain to the same place, and could not legally have been used as I first saw it. After our firm had submitted new plans for sewers, the proper certificate from the Sanitary Board was obtained. The contract price was \$170. We consider it a part of our duty in drawing up plans to get them accepted by the Sanitary Board, and obtain a certificate of fitness for habitation. I consider the \$50 charged by Mr. Hancock for running levels etc., was too much. Architects are entitled to charge 5% on the cost of the work, in this case \$350, and I think \$150 would be a fair charge for the plans produced. All the charges should be counted as covered by the 5 per cent commission. His lordship said that his view of the case, so far, was that the 5 per cent which Mr. Leigh mentioned, was a fair charge, and this, with a small charge for the plans of the terrace, which was not included with the \$150 for plans, was sufficient. Mr. Leigh, cross-examined, said he was not prepared to swear that the sewer drain was actually connected with the kitchen drain pipe. He jumped to that conclusion from what he had seen. Mr. Francis then said that if his lordship would grant an adjournment he had no doubt the parties would come to a settlement out of Court. The case was thereupon adjourned until Thursday forenoon.

CANTON INSURANCE COMPANY, LIMITED.

The ninth ordinary general meeting of the shareholders of the above Company was held at noon to-day, at the office of the general managers, Messrs. Jardine Matheson & Co. The Hon. J. J. Keewick presided, and among those present were Hon. P. Ryrie, Messrs. H. L. Dalrymple, D. Gilles, D. R. Sassoon (consulting committee) J. J. Bell-Irving, J. B. Coughtrie, W. A. Cruickshank, C. C. Anderson, H. W. Dick, B. Byramjee, J. S. Chatter, McK. Ross, W. J. Gresson, R. H. R. Burder, Ng Awed, Ng Tong, Fung Kee, etc., and G. J. Velich (secretary).

The Chairman said:—Gentlemen, considering that 1889 was one of the worst years experienced by underwriters during the last quarter of a century I feel certain that the Report presented will give satisfaction to both shareholders and contributors of business alike, for after the payment of a dividend of 10 per cent on capital, and a 20 per cent bonus to contributors there is a balance of \$167,555 61 left for present disposal, which amount we propose to divide as follows:—by paying a final dividend of 4 per cent to our shareholders, adding \$83,000 to the Reserve Fund and carrying forward to New Account \$44,555 61, to provide for possible contingencies. I must congratulate the shareholders on the fact that our Reserve Fund has now reached the limit allowed by our Articles of Association, viz. \$500,000, and I feel sure you will all agree in the advisability of giving us at an early date power to further increase this Fund in such manner as may be deemed best in the interests of the Company. With regard to the present year's estimates the balance at credit, as you have no doubt already perceived, about \$53,000 less than at a corresponding period last year. I am glad, however, to be able to inform you that no losses of importance have occurred since the publication of the accounts. Before proposing the adoption of the report and accounts I shall be pleased to answer any

questions.—There being none, he proposed their adoption. Mr. Dick seconded, and the motion was agreed to. Mr. Coughtrie proposed the confirmation of Messrs. Sassoon and Gilles as members of the Consulting Committee, and their re-election, together with Messrs. Dalrymple, Davies, and Ryrie.

Mr. Byramjee seconded, and it was agreed to. Capt. Anderson proposed, and Mr. Ho Kum Tong seconded, the re-appointment of Messrs. F. Henderson and G. S. Coxon as auditors, and with the announcement that the dividend warrants would be ready to-morrow the proceedings terminated.

YESTERDAY'S LEGISLATIVE COUNCIL.

The following proceedings were unavoidably omitted from the report of the Council meeting in last evening's issue:—

THE DANGEROUS GOODS ORDINANCE.

The Acting Attorney-General—I beg to move the second reading of the Bill entitled "The Dangerous Goods Ordinance, 1887." The reason of this amendment is as follows. Section 8 of Ordinance 8 of 1873 empowers the Governor to make, revoke, and vary by-laws for regulating the place or places at which ships carrying dangerous goods are to be moored in any of the harbours of the Colony, and are to land their cargo, and for regulating the time and mode of, and the precautions to be taken on, such landing. It has been found that it is also very desirable to regulate the shipment and transshipment of such goods, and some doubts have arisen whether under that section, which deals only with the landing, the Governor could make any regulation for the shipment or transshipment. Therefore this new section states it shall be lawful for the Governor to make, revoke, and vary by-laws for regulating the place at which ships carrying or about to carry dangerous goods are to be moored in any of the harbours of the Colony, and are to land, ship, or transship such goods, and for regulating the time and mode of and the precautions to be taken on such landing, shipping, or transshipping.

The Acting Colonial Secretary seconded.

Mr. Ryrie—I do not see any regulation for the class of boats that may be used. I consider that should be a very important part of this Ordinance, for at present very dangerous boats are used. Some time ago I myself saw a boat near the Magazine at Stonecutters' Island filled up with powder almost to her mast-head, and I

have had an opportunity of giving fair consideration to it.

No member objecting the Council went into committee.

The Acting Colonial Treasurer proposed an amendment to the effect that in form A it should be stated that the penalty was \$100 for each tenant in regard to which false particulars were given. He said the Ordinance laid down that a person was liable for each tenant, but form A did not give that information, and the Chinese were under the impression they could only be fined \$100 in all and had committed the offence under that impression, whereas they would not have done so if they had known they were punishable for each tenant.

The amendment was agreed to and the Bill reported.

THE PEACE PRESERVATION ORDINANCE.
The Acting Attorney-General moved the second reading of the Bill entitled "An Ordinance to repeal Ordinance No. 29 of 1888 and to amend Ordinance No. 15 of 1886, entitled 'The Peace Preservation Ordinance, 1886'."

The Bill was read a second time and passed through committee.

THE POLICE BILL.

The Acting Attorney-General—I beg to move the second reading of the Bill entitled "An Ordinance to amend the Police Force Consolidation Ordinance, 1887." The amendments are few and unimportant, but it is necessary that they should be made, because when the Police Force Consolidation Ordinance was passed the office of Deputy Superintendent had been abolished, and instead there was an officer called Adjutant. The office of Deputy Superintendent has now been revived, and it is necessary to provide for that revival. Section 23 gives the "Captain Superintendent" power to punish for breaches of discipline and it is proposed to transfer part of that duty to the Deputy Superintendent. Therefore in that section after the words "Captain Superintendent" will be added the words "or the Deputy Superintendent." There is another small amendment in the same section. Hitherto the Captain Superintendent has been in the habit of paying these fines into a fund, and from that fund furnishing to the Police Force certain furniture or extras in the way of food or something of that kind. Doubts have arisen as to whether that was strictly legal, so I propose to insert words to remove that doubt.

The Acting Colonial Secretary—I second the motion for the second reading of this Bill, and I may mention that when we go into committee on the Bill I shall have to move an additional amendment on a point which has lately arisen in connection with the same Ordinance. Under a certain section if a constable desires to leave the Force before the completion of his term he has to pay the amount of two months' pay for each unexpired year of service. This regulation, which is perfectly just towards men who have been enlisted in England and received bonuses, and whose passage out has been paid by this Colony, is perhaps scarcely equitable to the men who have been enlisted here. I shall therefore move an amendment which will give the Government power to reduce the amount of penalty in the case of a man who desires to leave before the completion of his five years' service.

His Excellency—I may add to the observations that have just been made by the Colonial Secretary that I think when we go into committee on this Ordinance it may be desirable to insert such an amendment as he proposes. A case came before us not very long ago in which a member of the Police Force wanted to retire, and I found he could not legally do so except by paying a considerable sum of money. If I could have dispensed with that requirement in the case I refer to I should have made use of my discretion to allow him to do so, and if an amendment is inserted to the effect stated by the Acting Colonial Secretary I think it may do away with the hardship which the present Ordinance sometimes entails.

The Bill was read a second time.

THE PENSION FUND BILL.

The Acting Attorney-General—I beg to move the second reading of the Bill entitled "An Ordinance to provide for and regulate a Pension Fund for widows and children of Public Officers of the Colony." It will doubtless be within the memory of hon. members of this Council that applications for compassionate allowances have from time to time been made on the death of a public servant leaving a widow and children, and in order to prevent these applications it is proposed to institute a fund for widows and children. The Ordinance, the second reading of which I move to-day, is based on the Ceylon one, which I believe has succeeded in the object for which it was intended.

The Acting Colonial Secretary—I beg to second the second reading of this Bill, and I may mention that it has occasioned certain members of the Civil Service contributing to this fund is dependent on an increase of pay which it is proposed should be given to them in the Estimates which will shortly be presented to the Council. While passing the second reading of the Bill, therefore, it may possibly not be desirable to go into Committee on it until we have considered the Estimates.

His Excellency—As the Colonial Secretary has stated, this Bill has been introduced in consequence of the direction of the Secretary of State that certain officers who receive an increase of pay should subscribe to the Widows' and Orphans' Fund. I have no objection to that, but members will remember that some months ago a similar Bill, though not actually brought before the Council, was published in the *Gazette* with the intention of bringing it forward. The matter was considered by the Governor in Council and it was thought that on account of the comparatively small number of civil servants here, as compared with other Colonies, the measure might not have the same success here as elsewhere, and it was not further proceeded with. In view, however, of the Secretary of State's instructions we must go on with the Bill. As the Acting Attorney-General has mentioned, it is a copy of the Ordinance, that exists in Ceylon. I may state that when that Ordinance was passed in Ceylon I happened to be there, and I had the duty of conducting it through the Council. I cannot take upon myself to say, up to the present time, whether it has been a success in that Colony or not, but I have no reason to believe it has been otherwise. A similar Ordinance has been passed in British Guiana and in Mauritius. In British Guiana it has certainly been a success and its financial position for some time past has been very good. As I said in my address at the last meeting it is impossible to say, where we have such a small number of civil servants as we have here, how far the Ordinance will prove a success; but hon. members must have noticed that from time to time appeals are made for the widows and children of members of the Civil Service who are left unprotected, and it is very difficult in some cases to judge of the sum the relatives may require, and in some cases it is utterly impossible, however generously this Council might be disposed to give any substantial relief to those left in want. But there is no doubt this Fund, if it works properly, will provide a very considerable sum for those who contribute towards it, and whose widows and children may be left unprotected at their death. The Ordinance is a somewhat complicated one, and when we are dealing with it in Committee we shall necessarily have to follow it with considerable care.

The details have been very carefully drawn up by those who have given them selves to the study of measures of this description, and hon. members will see that a civil servant who draws a comparatively small salary and contributes to this Fund will leave his widow or his children in such a position at all events as will prevent their being left in a state of destitution or want, even if he has no other means of providing for them. I have thought it right to make these observations because hon. members and the public may have thought it strange a similar measure should have been abandoned before, but as the Secretary of State has urged the necessity of such a measure we can only hope it may really prove a success.

The Bill was read a second time.

THE SQUATTERS' BILL.

The Acting Attorney-General, in moving the second reading of this Bill, said that it has been found necessary to introduce this Ordinance owing to the large number of persons who are at present occupying land without any grant or lease interest. The preamble states that there are three classes of persons so occupying land. There are those who were in occupation at the time of the establishment of the Colony, those who have taken possession since without any grant, and thirdly, those who have a license such as are known as squatters' licenses, but without any other grant, or lease, or interest in the Crown. It has become necessary to regulate the position of these people and to give them a better kind of lease, so as to enable them to improve their holdings if they so desire. The first question to be settled is whether the people in possession of the land have any title to it. As I remarked before, the first class is that of certain persons who were in occupation at the time of the establishment of the Colony, or their descendants, and in order to ascertain these claims this Bill provides a Board to examine them, consisting of one of the judges of the Supreme Court, the Surveyor-General and the Registrar-General for the time being, and one other person to be from time to time appointed by the Governor. The judge will be Chairman of the Board and this Ordinance gives the Board certain powers necessary to the making of enquiries as to the claims, such as enforcing the attendance of witnesses, compelling the production of documents, and punishment of persons guilty of contempt of the Board. The Board will have power to determine in what time claims to land in any district shall be made and to fix the dates and places for hearing such claims, and on the report of the Board the Governor will be empowered to make the necessary orders. The other sections of the Ordinance deal mostly with formal matters, such as the manner in which the Board shall be constituted, and the manner in which the claims shall be heard. The Bill also provides that the Board shall have power to make rules for the better conduct of its business, and to punish persons guilty of contempt of the Board. The Bill also provides that the Board shall have power to make rules for the better conduct of its business, and to punish persons guilty of contempt of the Board.

The Bill was read a second time.

THE "FILIPINAS"

The oft-doubted "stability" of His Majesty's new gun-vessel *Makut Rajakumar*, otherwise the *Filipinas*, is amply testified in the following extracts from letters written by Capt. Guldberg and the chief officer to friends in Hongkong. The former writes:—

Saigon, 29th September, 1890.

I suppose you would like to know how the ship behaved on the way down here. As soon as we were outside Green Island we got into heavy cross seas, ship rolling awfully, but any ship would have done that in such a sea. The glass went down all the time, but I made up my mind to run for it, as the wind and sea afterwards came from aft, and I was anxious to see how she would go. I watched her sharply, and thought I could see that she was all right. At night the sea was tremendously high, and it was blowing very hard indeed. I would have liked to leave her to the wind, but the sea was too dangerous, and I was afraid of washing away sky-lights in trying to do so, as she was going through the water at an awful rate, but shipped comparatively little water. Next day the wind hauled round, and the high sea was right ahead. We ran like that for several hours, and she behaved better than most ships would have done, but at last the sea and gale increased, and I was obliged to leave her to. She came up without taking very much water over, and was riding on the sea like a duck. Everybody from down below had to come up and stay up, as nothing could be left open. We had a rather rough time of it, the engineers as well as those of us on deck. No food could be cooked, of course; sardines and biscuits taken on the bridge was all we got. I myself was not off the bridge for two days and a night. I have entire confidence in the vessel, and would take her anywhere; those who say that she has not stability, don't know anything about her. We were three days and 8 hours reaching here. Having twin screws is a great thing when ho in a gale, as it is easy to keep head to sea.

The chief officer writes:—

Saigon, 1st October, 1890.

The vessel arrived here after a rough but speedy passage of 31 days. Shortly after leaving port, on the 24th, we advanced into the western quarter of a China Sea typhoon, wind keeping steady or nearly so until 10 p.m. when it veered to North and continued going round from N.W. to N.W. and finally to S.E. at which point it only remained for an hour or two, then veered to N.W. again and gradually from that to East, decreasing in force and finally settling round to S.W. It lasted 38 hours in all, with the sea from all points of the compass. It is needless to tell a nautical man that we had a jolly hard time of it, but as to the ship's behaviour throughout I cannot too highly compliment the builders on having produced as fine a specimen of naval structure, for encountering adverse weather, as ever came out of a dock-yard; she is highly creditable to the Hongkong and Whampoa Dock Co., for the purpose she was built as, a cruiser. I think the Manila Government made a mistake in letting her pass through their hands, as she is a splendid steamer and on her maiden attempt (as I presume we may call her passage down South) behaved handsomely against heavy odds. After passing the Ladoes, Capt. Guldberg took her right out to sea, steering S. by W. He is all a fellow could wish to be with, being courteous, prudent, and a thorough sailor and navigator.

THE DEVELOPMENT OF RAUB.

A Raub correspondent writes:—About fifteen months ago I started from Singapore for here by way of Selangor, and thence over the mountains into Pahang. At that time there was no road, nothing but a rough jungle path, and I can assure you the trip was anything but a pleasant one, occupying many days. On arriving at Raub I found no person but the then manager, Mr. R. Sifton, about half a dozen coolies. He was doing a little prospecting and endeavoring to find a suitable road for conveying machinery, etc., to the place. Large holes had been sunk on different parts of the concession from which the natives assured me plenty of gold had been taken by Malays and Chinese for many years, but they had been compelled to stop work owing to their inadequate means of removing the water from the shafts. About two months later the present manager, Mr. Bibby, arrived from Australia with about half a dozen miners and sufficient machinery to prospect the mine on a small scale. It was from this time that the prospecting of Raub really commenced. It was found that by clearing a small river called the Billut of logs and rocks machinery could be landed within two and a half miles of Raub. After deciding on where the first shaft should be sunk a road was made to the river. Boats were built specially for conveying the machinery, which, after much trouble and delay, was got up the river, landed, and conveyed to the concession.

It took several months to get the engine and pumps set up and in working order, and then they commenced pumping out one of the old shafts from which some very rich specimens were taken out. Work was then begun in earnest, and in a very short time Raub presented an appearance that would do credit to a Denver or a Leadville, with pumping, hoisting and crushing machinery in full operation. The result of this work you have doubtless already seen in the manager's recent report, in which he shows that about \$10,000 was the result of their first crushing. As this is a prospect, and the whole of the work, and by no means a few miles distant, has been accomplished in a little over a year, I think it reflects very great credit on Mr. Bibby, who in such a short space of time has converted an almost inaccessible jungle into a prosperous and productive mining concession. This work stands out in striking contrast to that of other Pahang mining companies. A good road has been built from Selangor to Raub and from there to the next working mine Punjion, which virtually brings Raub within five days of Singapore. Prospecting is at present going on in a large tract at Sungai Argus, another part of the concession, with good results, and as there seems to be little doubt but that there is plenty of gold to be got in different parts of the concession from the old holes, Raub bids fair to become a valuable property. It is, however, unfortunate that shareholders allow themselves to be so easily influenced by information that is not at all reliable. The capital of £1,000,000, which is enormous, still the concession is a large one, and as it is every appearance of becoming productive in many localities I see no reason why there should not be many "Raub" in the Company's sell parts of their concession, as the Punjion Company have done.

At Punjion they have recently been finding some very good prospects, in fact more has been done within the last few months than in the whole previous history of the mine.

KOREA.

(FROM OUR OWN CORRESPONDENT.)

SEOUL, September 22nd.

THE CAPTURE OF KRIPS.
Mr. J. Krips, the vice-consul for Sweden and Norway, consular agent for Germany and deputy of the United States at Wuhu, China, who for some five days previous had been patiently awaiting outside the harbour of Chemulpo in a junk, was arrested by the Chinese police of that treaty-port under somewhat dramatic circumstances on the

11th instant. Mr. Krips, a Hungarian by birth, left Chemulpo recently under suspicion of having embezzled Tael 200,000, in a Chinese junk, for Chemulpo, hoping from that point to gain Vladivostok, where it is believed most of his loot was safely put away. The telegraph, however, got there ahead of him and though he kept himself out of reach by remaining about five or six miles outside awaiting an opportunity to exchange vessels and proceed to Vladivostok, the accidental stranding and damaging of his junk upon a sunken rock forced the junk to enter the outer harbour, whither the Chinese Consul immediately sent an officer to apprehend him. Upon being approached, Krips drew a revolver and threatened to pistol the Chinese official, who prudently returned to the shore for assistance, coming back shortly afterwards with a dozen men or so. In the meantime, Mr. Krips had managed to save himself, transferred to a Japanese schooner, lying near by. The Chinese police boarding the schooner, proceeded to execute their mandate. Krips, after a desperate resistance, then jumped overboard, in an alleged attempt to commit suicide; but, was fished out by the Chinese boatmen, taken to the Consulate and held there until Mr. F. Krien, H.I.G.M.'s Consul in Korea, who arrived the next day, assumed charge of him and installed him more comfortably in the Japanese Consular jail. A few days later Mr. Vincent Mace, a notable from Chemulpo, arrived, took charge of him and conducted him to Shanghai. It is understood that only \$100 were found upon his person and amongst his effects.

FRENCH DECORATIONS.
On July 12th last, His Excellency Mons. Picquet, Governor General of French possessions in the Far East, conferred the decorations of the Royal Order of Cambodia, upon Colonel J. G. Lee, and Mons. Al Salabelle, giving the former the officer's insignia, and the latter the decoration of chevalier. The nominations, so it is understood, were made at the request of Mons. V. Collin de Plancy, French Commissioner in Seoul, in consequence of valuable services rendered by both gentlemen to his Legation and the French community in Seoul. Col. Lee is one of the American officers who came out to Korea about three years ago, to assist in instructing the fictitious Korean army, and who has been so outrageously treated by the Korean Government. Mons. Salabelle, a graduate of the Ecole des Beaux Arts in Paris, was formerly a professor at the Imperial University in Tokio, but is now the architect of the French Industrial Mission in the Orient and engaged in constructing the Korean King's new European palace.

BURIAL OF THE QUEEN-DOWAGER.

There is not much stirring at present except with regard to the "planting" of the eighty-year-old Queen-Dowager which will be done, *a la mode*, on the 14th prox.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is prescribed by Physicians all over the world. It is a remarkable remedy for Consumption, Scrofula, and wasting diseases, and very palatable. Read the following:—"I have much pleasure in stating that I have tried Scott's Emulsion in a case of impoverished blood, with scrofulous disease, and found it to be a very efficient preparation." It was taken without the least difficulty.—A. TEMPLE PARKIN, 22, Lombard Street, London, E.C. Any Chemist can supply it.—A. S. Watson & Co. (Ltd.), agents in Hongkong and China. (Adv.)

Advertisements.

ST. JOHN LODGE

OF HONGKONG,

No. 618, S.C.

A REGULAR MEETING of the above

LODGE will be held in FREEMASONS' HALL, Zealand Street, THIS EVENING,

the 14th instant, at 8.30 for 9 O'CLOCK precisely.

Visiting Brethren are cordially invited.

Hongkong, 14th October, 1890. [1407]

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ROSETTA,"

Captain E. Crew, will leave for the above

place, at NOON, TO-MORROW, the 15th inst.

E. L. WOODIN, Superintendent.

Hongkong, 14th October, 1890. [1408]

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, & TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Goddard, will be despatched for the

above ports, on THURSDAY, the 16th instant,

at DAVILIGHT.

For Freight or Passage, apply to:

DOUGLAS LARLAIR & Co., General Managers.

Hongkong, 14th October, 1890. [1431]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLAMORGANSHIRE,"

FROM ANTWERP, HAMBURG, LONDON,

PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed

that all Goods, as being landed

at their risk into the Godowns of the Kowloon

Wharf and Godown Company, at Kowloon,

whence and/or from the wharves delivery may

be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

after the 20th inst. will be subject to rent, at the

rate of one cent per package per day.

All claims against the Steamer must be pre-

sented to the Underwriter on or before the 20th

inst. or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co., Agents.

Hongkong, 13th October, 1890. [1415]

CHINESE IMPERIAL GOVERNMENT

SILVER LOAN OF 1884, C.

3RD DRAWING.

INTEREST due and drawn BONDS of this

LOAN will be payable at the Offices of the

Corporation, on and after the 15th inst.

Lots of drawn Bonds can be obtained on

application of the Underwriter.

For the Hongkong and Shanghai Banking

Corporation.

Agents issuing the Loan,

T. JACKSON, Chief Manager.

Hongkong, 14th October, 1890. [1419]

Intimations.

HONGKONG TRADING CO., LTD.,
(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)
GENTLEMEN'S OUTFITTING DEPARTMENT.

ARE NOW SHOWING.

TAN RUSSIA LEATHER BOOTS.

TAN RUSSIA LEATHER SHOES.

PATENT LEATHER SHOES.

CALF LEATHER SHOES.

MOROCCO LEATHER SHOES.

COURT SHOES.

LAWN TENNIS SHOES.

SILK AND SPUN SILK SOCKS, for Evening Wear.

PLAIN AND FANCY STRIPED CASHMERE SOCKS.

MERINO SOCKS, LISLE THREAD SOCKS.

RIBBED WOOL SOCKS.

The "ROYAL" DRESS SHIRTS for Evening Wear.

The "MONARCH" SHIRTS. The new "H.R.H." SHIRT.

LONG CLOTH SHIRTS, from \$14 per dozen upwards.

Newest and most fashionable shapes in FELT HATS.

RAIN COATS:—The "Inverness," The "Scarborough," &c., &c.

UMBRELLAS and WALKING STICKS.

HONGKONG TRADING CO., LTD.

(Late THE HALL & HOLTZ C. Co., Ltd.)

Hongkong, 9th October, 1890. [1413]

MARINE HOTEL

HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that

THE MARINE HOTEL is NOW OPEN.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS,

BATH-ROOMS, &c., are commodious, well ventilated and well furnished, and are suitable for

Single or Married Persons. The DINING ROOM is large and looks on the Harbour.

The TABLE D'HOTE will be supplied with the best market can provide.

The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in

superior style. ENGLISH and AMERICAN TABLE

WINES and LIQUORS of the best qualities and Brands only will be supplied.

The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.

Hongkong, 11th August, 1890. [1416]

THEATRE ROYAL

CITY HALL, HONGKONG.

GRACIE PLAISTEP'S "MY SWEET-HEART" COMPANY.

TO-NIGHT,

TUESDAY, 14th October,

Operatic Selections from

"MASCOTTE."

Bettina Miss GRACIE PLAISTED.

Pippo Mr. CHAS. HARDING.

To conclude with

"A ROUGH DIAMOND."

The Rough Diamond.....Miss GRACIE PLAISTED.

THURSDAY, 16th October,

"THE PRIVATE SECRETARY."

SATURDAY, the 18th October.

Donizetti's Comedy Opera,

"LA FIGLIA DEL REGGIMENTO."

Box Plan at Messrs. KELLY & WALSH'S.

CHAS. HARDING, Manager.

Hongkong, 14th October, 1890. [1426]

CANTON INSURANCE OFFICE,

LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$2 per Share has this day

been declared, being further interest in

capital to 31st December, 1889, at the rate of 4

per cent per annum, making the total interest

on capital for 1889, 14 1/2 c.

Warrants may be had on application at the

above Office on and after WEDNESDAY, the

15th instant.

JARDINE, MATHESON & Co.,

General Agents,

Canton Insurance Office, Limited.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via YOKOHAMA, on TUESDAY, the 21st October, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havanna, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class fares granted as follows:—
To San Francisco.....\$225.00
To San Francisco and return.....393.75
available for 6 months.....125.00
To London.....332.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hankow, 14th October, 1890.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 26th day of October, 1890, at 10 A.M., the Company's Steamship "NECKAR," Captain H. Supper, with MAILED PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at GENOA, SHIPING Orders will be granted until 4 P.M. Cargo will be received on Board until 4 P.M. Specie and Parcels until 5 P.M., on 23rd September. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. For further Particulars, apply to MELCHERS & Co., Agents.

Hankow, 29th September, 1890.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "GALIC"

will be despatched for San Francisco, via Yokohama, on SATURDAY, the 1st November, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports. All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

First-class fares granted as follows:—
To San Francisco.....\$225.00
To San Francisco and return.....393.75
available for 6 months.....125.00
To London.....332.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

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For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hankow, 14th October, 1890.

Mails.

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(Subject to Alteration).

SUSSEX.....	FRIDAY.....	Oct. 31st.
BATAVIA.....	SATURDAY.....	Nov. 14th.
ABYSSINIA.....	THURSDAY.....	Dec. 4th.
PARTHIA.....	THURSDAY.....	Dec. 25th.
BATAVIA.....	SUNDAY.....	Jan. 15th.
ABYSSINIA.....	THURSDAY.....	Feb. 19th.

THE Steamship

"SUSSEX"

Captain Holt, sailing at NOON, on FRIDAY, the 31st October, will proceed to VANCOUVER, via SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

RATES OF PASSAGE.

FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria.....\$210.00

To Port Townsend, Seattle, Tacoma.....\$213.00

To Portland, Oregon.....\$220.00

To Winnipeg, Minneapolis, St. Paul.....\$250.00

To Chicago, Kansas City, Milwaukee.....\$275.00

To St. Louis, Detroit, Cincinnati.....\$280.00

To Hamilton, Kingston, London (Ont.).....\$290.00

Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington.....\$290.00

To Quebec, Boston, Portland (Maine).....\$295.00

To Halifax, St. John's.....\$305.00

To Liverpool.....\$325.00

To London, via Liverpool.....\$330.00

To Paris and Bremen.....\$345.00

To Havre and Hamburg.....\$355.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first-class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets—First and second class only.

Prepaid return tickets to Pacific Coast Ports, and in Eastern and Interior Points of Canada and U.S.A. will be granted, available for 6 months at 25 per cent. off Return Fare.

(\$50 per cent.)

(Time is reckoned from the date of landing to date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Ports and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who re-embark within 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Prepaid return tickets to European points will be issued available for 12 months at double fares (Mexican Dollars).

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hankow, 12th October, 1890.

STEAM FOR SINGAPORE, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "BOKHARA," Captain P. W. Case, with Her Majesty's Mails, will be despatched from this Port for BOMBAY on THURSDAY, the 16th inst., at Noon, connecting with the "PENINSULAR," at that port which vessel takes on her cargo for BOMBAY on the 8th November.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

Tea will be sent either via Bombay or Colombo, according to arrangement.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hong Kong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 6th October, 1890.

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS

are respectfully informed that, if upon their arrival in this HARBOUR some of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersecretary is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hankow, 29th August, 1890.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS	FROM	DATE DUE	AGENTS
Kalsow	Liverpool	October 14th	Arnhold, Karberg & Co.
Yorkshire	Hamburg	October 16th	Russell & Co.
Elektra	Trieste	October 16th	D. Sassoon, Sons & Co.
Glennara	London	October 17th	Jardine, Matheson & Co.
Venedia	Bombay	October 20th	P. & O. S. N. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION	VESSELS	AGENTS	DATE OF LEAVING
London, &c., via Suez Canal	Bokhara	P. & O. S. N. Co.	Oct. 16th, at noon.
London, via Suez Canal	Butterfield & Swire	Butterfield & Swire	Oct. 18th, at noon.
London, via Suez Canal	Telegraph	Messageries Maritimes	Oct. 23rd, at noon.
Marseilles, via Saigon, &c.	Neckar	Messageries Maritimes	Oct. 26th, at 10 a.m.
Bremen and Ports of Call.	Elektra	D. Sassoon, Sons & Co.	Oct. 21st, at noon.
Flume, via Straits	Gaelic	O. & S. S. Co.	Nov. 1st, at 1 p.m.
San Francisco, via Panama	City of Rio de Janeiro	Pacific Mail S. S. Co.	Oct. 21st, at 1 p.m.
Vancouver, B. C., via S. C.	Sussex	Adamson, Bell & Co.	Oct. 31st, at noon.
Sydney, Melbourne, &c.	Athle	Russell & Co.	Oct. 17th, at 4 p.m.
Calcutta, via Straits	Chinglu	Butterfield & Swire	Oct. 17th, at noon.
Sourabaya and Samarang	Kutsum	Jardine, Matheson & Co.	Oct. 17th, at noon.
Yokohama, via Nag., &c.	Mike Maru	P. & O. S. N. Co.	Oct. 17th, daylight.
Nagasaki, Kobe, &c.	Ancona	Adamson, Bell & Co.	About Oct. 16th.
Shanghai, via Amoy	Glamorgan	Butterfield & Swire	To-morrow, at noon.
Haiphong	Dardanelus	P. & O. S. N. Co.	To-morrow, at noon.
Manila, via Amoy	Rosetta	Russell & Co.	Oct. 16th, daylight.
Swatow, Amoy, &c.	Zafro	A. R. Marty	Oct. 16th, daylight.
	Clara	Douglas Lapraik & Co.	Oct. 16th, daylight.
	Halleong		

Intimations.

TOURISTS

ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unequalled in Japan.

Every article guaranteed as represented. No trouble to show goods. One price only.

DEAKIN BROS. & Co., 16 Bund, Yokohama, next door to

Farago's Photographic Studio.

A. G. GORDON & CO., LIMITED.

ENGINEERS, LAUNCH BUILDERS, GENERAL AND GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON and TIMBER MERCHANTS.

WORKS: BOWRINGTON, EAST POINT.

OFFICE: 9, PRAYA CENTRAL.

STEAM LAUNCH COMPANY, LIMITED.

Hongkong, 1st May 1890.

W. S. MARTEN, ARTISTIC DECORATOR, AND HOUSE AND ESTATE AGENT, 1, DUDDELL STREET, HONGKONG.

Hongkong, 6th April, 1890.

TO LET UNFURNISHED, From August 1st.

TWO GOOD ROOMS, with Bath Room, in the Calne Road. Rent moderate. Splendid View of the Harbour.

Apply to W. S. MARTEN, 1, Duddell Street.

Hongkong, 3rd July, 1890.

NOTICE.

JAYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JAYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers at Wholesale Prices. Extra Special terms for Shipping and Large Orders.

SIR ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 20th June, 1888.

NOTICE.

THOMAS KERR & CO., ENGINEERS, BOILER-MAKERS, CONTRACTORS, YAU-MA-TI ENGINEERING WORKS, KOWLOON.

OFFICE—No. 12, D'AGUIAR STREET, Hongkong, 25th August, 1890.

Dr. Knorr's ANTIPIRYNE.

(Dose for Adults 15 to 25 grains troy.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputable Chemist and Druggist. Ask for DR. KNORR'S ANTIPIRYNE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!

Hankow, 29th May, 1890.

G. RENNIE STEWART, MANUFACTURERS' AGENT AND GENERAL COMMISSION MERCHANT, 12, D'AGUIAR STREET, HONGKONG.

AGENT FOR J. & R. HARVEY & Co., Dundashill

McKenzie, Driscoll & Co. Wine Shippers, Jerez de la Frontera and Oporto.

Valencia Iron & Steel Co., Glasgow.

Pulsonmeter Engineering Co., London, Ice Machines.

Wilson & Baird, Engineers' Ironmongers, Glasgow.

Boyd & Robertson, Tweed Mills, Selkirk.

Clark Brothers, Tweed Mills, Galashiels.

Estimates given for supplying and fitting up Machinery for Mills and Factories.

Illustrated Catalogues and Price Lists for all kinds of Engineering Machinery, Soda Water Machinery, Steam and Hand Sawing Machines and Wood Working Machinery, Bottling and Corking Machines, Cooking Stoves and Ranges, Lamps, etc., Canned Goods, Felt and Pith Hats and Helmets, Paints, Oils, Varnish, Enamels, etc., etc.

Samples of Wines, Spirits, Woollen Goods, Linoleum, Floor Cloth, Machinery Belting in Leather, Rubber, and Patent Toughest Hair, Patent Scandinavian Belt Guides, Engine Packing, Rubber Sheets, Valves and Washers, etc., etc., can be seen and prices ascertained at the above address.

The Pulsonmeter Engineering Co.'s No. 1 Champion Hand Ice-Making Machine can also be seen and tried.

Hongkong, 28th August, 1890.

PURE ICE.

IN from two to three minutes, by the Pulsonmeter, Engineering Co.'s Champion Hand Ice-Making Machine.

NO FREEZING POWDERS REQUIRED.

Will Ice Carafes in one minute, and make Block Ice and Ice Cream, Ice Sparkling Wines, Soda Water, Beer, etc.

The No. 1 Machine is very portable and compact—Measures 24" by 18" by 12".

The No. 2 Machine can be seen and tried, and prices ascertained at the Office, No. 17, D'AGUIAR STREET.

All Machines tested by actual Ice-making before delivery.

G. RENNIE STEWART, Agent, Hongkong.

Hongkong, 28th August, 1890.

J. & R. HARVEY & Co., DUNDASHILL DISTILLERY, GLASGOW. Established 1770.

SCOTCH WHISKIES.

Finest Pure Malt Scotch Whisky.

O.H.M. Old Highland Malt Whisky.

F.O.S. Fine Old Scotch Whisky.

V.O.S. Very Old Scotch Whisky.

MESSRS. HARVEY & Co.'s Pure Malt Whiskies have for over fifty years commanded the largest trade in the English Market.

OF ANY WHISKY made in Scotland, and being thoroughly matured in Sherry Wood are very mild and mellow, and are confidently recommended where a Pure, Wholesome Spirit is desired.

Over one million Gallons produced annually.

For Prices and Samples, apply to G. RENNIE STEWART, 12, D'AGUIAR STREET, HONGKONG.

Sole Agent for China and Japan.

Hongkong, 28th August, 1890.

CARBOLINEUM AVENARIUS. (REGISTERED).

AN ANTISEPTIC PAINT for the Preservation of Wood, Walls, Ropes and Ship's Tackle. May be applied to Beams, Floors, Walls, ceiling, Wooden Ornamentation, Eaves, Roofs, Wooden Sheds, Farmers' and Gardeners' Implements, Bridges, Carts, Fences, Stables, Gates, Benches, Seats, and all Timber underground.

Effectually excludes all dampness from the walling away and decay of both stone and bricks.

White anti do not touch wood painted with Carbolineum Avenarius.

Used during the last 14 years with the utmost success, as proved by numerous Testimonials from living authorities.

Sold in casks of about 450 lbs. net, Price 8/6 each cask.

For further particulars, apply to SCHIELE & Co., Sole Agents, No. 16, Stanley Street.

Hongkong, 28th December, 1890.

KUHN & CO., JAPANESE AND CHINESE FINE ART-DEPOT.

21 & 23, QUEEN'S ROAD.

Hongkong, 21st July, 1890.

Notices of Firms.

NOTICE.

M^r. JOHN HUGHES LEWIS is hereby authorised to sign our Firm per procura from this date.

DOUGLAS LAPRAIK & Co. Hongkong, 9th October, 1890.

To be Let.

TO LET, With Immediate Possession.

GROUND FLOOR No. 3, Blue Buildings, 1st FLOOR No. 3, Blue Buildings. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 1st July, 1890.

TO LET.

NOS. 7, 9 & 11, SEYMOUR TERRACE. No. 4, OLD BAILEY STREET. OFFICES and CHAMBERS in Connaught House, Queen's Road Central. TUSCULUM, MAGAZINE GAP. No. 3, COUGH HILL, The Peak, Furnished.

Apply to DAVID SASSOON, SONS & Co. Hongkong, 10th October, 1890.

TO LET.

NO. 3, MORRISON HILL. Immediate entry. Apply to G. C. ANDERSON, 13, Praya Central.

Hongkong, 22nd April, 1890.

TO LET.

A HOUSE IN WEST TERRACE. Immediate entry. Apply to G. C. ANDERSON, 13, Praya Central.

Hongkong, 3rd May, 1890.

TO BE LET.

THREE HOUSES at Wild Doll Buildings, Wanchai Road. A BUNGALOW and HOUSE on the Upper Richmond Road. No. 1, RICHMOND TERRACE, Six Dwelling Rooms, English Kitchen, Fowl House, Conservatory, and well shaded Tennis Lawn.

Apply to HENRY HUMPHREYS.

TO BE LET OR SOLD, On favourable terms, with Immediate Possession.

EIGHT HOUSES at "Mountain View," Peak District, near Plunkett's Gap. If sold part of the Purchase money can remain on Mortgage.